

Agnes, by whom their reverend pastor is much beloved.—*Hull Packet*.

St. Mary de Crypt Church.—We are most happy to announce that the restitution of the chancel of this our parish church is proceeding in a most satisfactory manner; a portion of the stalls have been erected, which, although still in an unfinished state, have an appropriate and ecclesiastical appearance.—*Gloucestershire Chronicle*.

New Church at Beethorpe, near Collingham.—The above church, dedicated to the Holy Trinity, was consecrated on Wednesday, the 11th instant, by Dr. Kaye, Bishop of Lincoln. The sum of 37l. 8s. 3d. was collected after the service, which, added to the amount received for tickets and subscriptions sent in the afternoon, made a total of nearly 50l. The whole of the inhabitants of the village were regaled at the expense of the Rev. G. C. Gordon. The children had tea at 4 o'clock, the females at 5, and the labouring men were supplied with plenty of good beef and ale. J. E. Denison, Esq., M.P., subscribed 10l. on this occasion.—*Doucaster Gazette*.

St. Olave's Church, Southwark.—This church is now all but complete. The tower is finished in the same style as the original edifice, and the clock, which demands, from its novelty of construction, a passing remark, will be, before the week is over, placed in its destination. The machinery of this clock, although it will regulate with the minutest accuracy from dial-plates, is all encompassed under one action, and the most delicately-poised wheels are set in motion by a pendulum, the rod of which is 14 feet in length. The side escapement is a most beautiful piece of mechanism, and is acknowledged to be, by numbers of scientific persons who have inspected it, as accurately formed as the minutest portions of a chronometer; indeed, it is this department which most startles the uninitiated—the "pulleys," as they are termed, being jewelled, fall upon the escapement with such precision, that the best time-piece for a number of days tells no departure from its exactitude.—*Globe*.

RAILWAY INTELLIGENCE.

The Eastern Union Railway.—We are informed that in the course of next week the excavators will commence the work upon this line, in the parish of Tattingstone. The works have hitherto been delayed in consequence of legal impediments respecting the Brantham Hall property, upon which, as constituting the only heavy work upon the line, it was arranged with the contractors the operations should commence. It is not expected that the present delay will at all retard the completion of the line within the appointed time, and the shareholders have reason to congratulate themselves that the directors have not encouraged those monstrous extortions which have been the bane of other railways. With respect to the Bury extension, we are glad to learn that committees have been formed at Bury, Newmarket, and Cambridge, to forward the views of the projectors, and surveys are going on between Bury and Cambridge, which, together with that of the Norwich line, will shortly be laid before the Board of Trade. Several lines have been surveyed between Ipswich and the other lines, but we cannot at present speak as to the route to be taken, as so much depends upon the concurrence of the landowners and the issue of negotiations with other interests. A prospectus of a railway from Diss to Colchester has been issued, under the joint patronage of the Eastern Counties and Norwich and Brandon Companies. This scheme merits little notice, except as being designed as an impediment to the Eastern Union Company. By omitting altogether the town of Ipswich, and separating it virtually from the traffic hitherto flowing towards it, the project will never meet the approval of an impartial tribunal. But by admitting that the local traffic is sufficient to support a railway, the projectors have given the best testimony to the probable productiveness of the direct Norwich, Ipswich, and London railway. We see no reason to doubt that the Eastern Union will triumph over this coalition, as it succeeded on a former occasion against the Eastern Counties and West Suffolk opposition. A meeting is called at Sudbury, on Thursday next, to consider the resuscitation of the Halsted line, in opposition to Mr. Eagle's scheme of the Thetford and Stanstead junction;

but as both these lines have serious difficulties to overcome, we see no prospect of either being adopted by any public company.

Railway Works.—Operations for carrying on the line of the Eastern Counties railways are gradually extending in this neighbourhood. The work appears to be judiciously divided into sections, at considerable distances from each other, from which the working parties by degrees approach each other. A party is now employed a short distance from Whittlesford Mills, where a depot for materials has been formed, and preparations are being made for forming a bridge across the river. At Great Shelford also, some cottages which stood in the way of the intended line have been taken down. Their proprietor has received notice to clear their former site by the 26th instant. The price given for land for the intended line is considered to have been on a liberal scale, and generally satisfactory to those who disposed of it.—*Cambridge Chronicle*.

French Railways.—Contracts for 34 locomotives, with their tenders, were awarded yesterday at the office of the Minister of Public Works, in three lots. The first was awarded to M. Cave, at 44,800l.; the second to M. Alette, at 47,000l.; and the third to Messrs. Derosne and Caille, at 49,000l. per locomotive, with its appurtenances. A contract for 608,000 iron bolts was awarded to Messrs. Labruer and Grefix, at 487l. 45s. a ton.—*Galignani* of Thursday week.

A Railway on Fire.—The suspension bridge erected for the purpose of the Middleborough branch of the Stockton and Darlington Railway, where it crosses the Tees, a little above Stockton, having proved insufficient, a handsome one has recently been completed, under the direction of Mr. Robert Stephenson, civil engineer, consisting of longitudinal girders resting upon solid masonry. The centre arch, or water way, is probably the widest span upon this construction extant. In forming the embankment at the east end of the new bridge, a large quantity of small coal, brought from 25 to 30 miles from the pits, has been made use of, and spontaneous combustion has taken place in this mass; the progress of the fire is not rapid, but such is the hold it has obtained, that a complete deluge of water has proved useless. Measures are now using to put in clay backs, that is, walls of wet clay, and this there is no doubt will prove effectual. In the meantime, the passenger-trains (10 each way), goods-trains, and coals, say 3,000 tons (to which if we add coal-waggons both ways, we shall nearly double the total), run daily without any inconvenience or interruption.

Leeds, Huddersfield, Bradford, Dewsbury, and Halifax Junction Railways.—We are authorized officially to announce, that after a careful examination of the country, and several meetings, it has now been determined to bring before parliament, in the next session, a combined plan for forming new railways between the towns of Leeds, Huddersfield, Dewsbury, Bradford, and Halifax, in connection with the Leeds, Manchester, and Liverpool Railways. This is the result of the union between the Leeds and Manchester Railway Company and the Leeds and Bradford Short Line Company, with other parties. The details of this important measure, and the effect which it will have on the Leeds and Bradford Short Line promoters, and others co-operating with that body, will appear forthwith in a prospectus, now in course of preparation under the direction of the committees which have been formed for the purpose. These arrangements will place in the centre of the manufacturing districts of the West Riding new lines of railway communication between thirty and forty miles in length, give increased facilities to the inhabitants of Yorkshire and Lancashire, materially shorten the route between those great counties, and the great manufacturing towns therein, and essentially promote the interest and convenience of the trade and population of Liverpool, Manchester, Leeds, Huddersfield, Bradford, Dewsbury, Halifax, Padiacy, Heckmondwike, Birstal, Batley, Cleckheaton, and the numerous other manufacturing and mineral districts of which Lancashire and Yorkshire are composed.—*Leeds Mercury*.

A meeting of the provincial committee of the Wilts and Somerset Railway was held on Wednesday week, at Trowbridge, Walter

Long, Esq., in the chair. The meeting was attended by gentlemen from every part of the country through which the projected lines were intended to pass; but it is now proposed that there shall be an extension from Frome through Bruton and Castle Cary to Yeovil, with a view to a further extension to Weymouth. This object attained, there will no doubt be a line from some point of the Bristol and Exeter Railway to Yeovil and Dorchester. Captain Scobell and other gentlemen attended as a deputation from the Somerset collieries, and it was determined to form a coal branch from Frome to the neighbourhood of Radstock. The capital required for the whole of the lines is estimated in round figures at 1,000,000l. The prospectuses in course of circulation will therefore be called in, amended, and re-issued. Mr. Ravenhill was very desirous that there should be a branch from Bradford to Bathford; but the impracticable nature of the soil, &c., and the enormous expense it would entail, having been pointed out by Mr. Brunel, the meeting were satisfied it could not well be carried into effect.—*Wilts Independent*.

Midland Railway.—A special general meeting of the proprietors of this railway will be held on the 25th of October next, at Derby, to consider certain very important propositions for the formation of three lines of railway in connection with the North Midland, and also for considering and determining upon the propriety of amalgamating the Sheffield and Rotherham Railway Company with the Midland Railway Company.

The circular of Messrs. John Railton and Son, share-brokers, Manchester, states that the thirty-one railway acts passed in parliament last session will require a capital of 11,761,717l.

The Maidstone branch railway was opened for public traffic on Tuesday week. The distance from London to Maidstone per rail is 55 miles, 46 of which is travelled on the Dover line.

The Eastern Counties Railway.—A new street from nearly opposite the Eastern Counties, Shoreditch station westward, to join the Great North road, is contemplated. We need hardly say, it is what is much wanted, and will be a great benefit to the company and to the public.—*Railway Times*.

American Railways.—An extraordinary performance, equal to the greatest railway achievements of Great Britain, is recorded in the American papers. The government express, which left Boston for New-York with letters, mails, and passengers, on the arrival of the Acadia from England on the 18th of August last, were conveyed the distance of 234 miles in six hours by railway.

Correspondence.

TO THE EDITOR OF THE BUILDER.

HYDRAULIC CEMENTS.

SIR,—By devoting a line or two of your work in giving an answer to the following question, you will much oblige.

Yours, &c., DISCIPLINE.

What is the best and quickest method of proving whether a cement be hydraulic, or not?

[The finding immediately the fact of rapid setting or the continuance in a soft state. We shall have no objection to receive communications upon the chemical part of the subject, whether after quickly setting hard, any particular lines be such as will stand the dissolving and abrading powers of water.—Ed.]

BROCKHAM NEW CHURCH.

SIR,—The inhabitants of Brockham, in the county of Surrey, are erecting a new church upon the green, according to plans designed by Messrs. Smith and Armstrong. A sum of 1,000l. was left by the late Henry Gosilburn, Esq., for the purpose of endowing the church, and it is with pleasure I add that Henry Thomas Hope, Esq., of Deepden, near Dorking, in addition to a liberal contribution, has presented the inhabitants with a clock, formerly belonging to the Mansion standing in Chart Park, which was some time since demolished, and the park laid to the already extensive domains of Deepden, and at the same time he stated that he would contribute 300l. towards putting it in working order. It is from such acts as